up front

A new rule in speed events has been approved by the National Board of Directors by a vote of 55 - 15 that eliminates passengers in cars at speed events except for approved instructors, and then only in events that are for driver instruction.

Some Golden Gaters have already voiced their opinions that this ruling is 'no good.' But consider that without insurance coverage, we could not have any speed events. The insurance underwriters (K&K Insurance Agency, Inc.) consider that passengers in a car running at competition speeds presents 'potentially unnecessary liability exposure.'

The National Executive Committee strongly recommended that if suitable steps were not taken that there could, at any minute, come the notice that insurance coverage would be terminated. The pros and cons were debated at considerable length and then the vote was taken that passengers would be disallowed at time trials, field events, slaloms, and autocrosses except as approved instructors at drivers schools etc.

Safety is the key to continued high speed events and our very serious cooperation must be demonstrated. Golden Gaters must set the example that we are ever aware of our commitment to have safe, well run, and efficiently administered high speed events.

mini minutes

August 3rd we had a cozy little board meeting at President Glenn Hill's home. Rebecca Newlin was home building a 912 engine for the weekend time trial, but all other regular board members, Club Historian, Nugget Editor, Goodie Bag Manager, East/West Coordinator, Pit Crew Chairwoman, Past President, and several guests were present.

Big news from National that we can't have passengers in any speed events any more. This decision by National was based on the last four words in a letter from KKK Insurance, reading 'potentially unnecessary liability exposure'. The insurance company's concern over potentially unnecessary liability exposure was caused by the accident at our Memorial Day weekend Time Trial at Sears Point in which both the driver and passenger were injured. Another unnecessary liability exposure is pregnant women in speed events, and as such they will be asked to sign a special waiver.

Glenn reported on the Zone 7 autocross rules meeting where none of GGR's recommendations were approved. Tires will be the same for next year, 356/912 can have 1750cc kits with a 4 point penalty, small bore 911's and 914-6's will be allowed 2500cc, and big bore 911's can have dual plug heads and slide valve injection. Entrants will be able to throw out two events instead of one as presently. Any 70 series tire will be allowed that will fit under stock fenders.

There were a series of letters written concerning this year's Parade. Dan Breene wrote a letter to National with a copy to Glenn expressing his unhappiness with being protested and thrown out of the parade autocross for having 195 instead of 185 70 series tires while all the classes around him had upsized tires with no penalty. Next was a letter from Terry Zaccoone to National saying he felt that the parade speed event should be an 'autocross' and not a 'time trial' without adequate practice as is the current trend. The letter was written by Terry as a Loma Prieta member, but should be of interest to us both because of its content and because he is a dual GGR member. Last was a letter from Glenn to Norm Martin (Parade Chairman) apologizing for the verbal abuse he had received from a parade attending GGR member in a restaurant one evening at the parade.

More National news. The Executive Council suspended membership of a PCA member for fraud in the Panorama Mart. National decided that parades will continue as in the past with the exception of doing away with the Overall awards. The National Nominating Committee has selected the following slate of officers for 1979-1980: Chuck Stoddard for President; Hank Malter for Vice President; Norm Martin for Secretary; and, Jim Perrin for Treasurer.

Sandi handed out her Treasurer's report and went over the budget with the Board. At 6 months everything but rallies is essentially on target. In addition to rallies, time trials are a major financial concern for the second half because of increased expenses. Janie Ponciroli received board approval for the Disco Night with some controls. The board asked that she use her judgement on insuring that she sold enough tickets at $7.50 per couple to cover the band at $375.00 or cancel the event.

sorry!

To all of you that couldn't be accommodated at the last dinner meeting, I'm very sorry. It would have been the largest dinner meeting yet this year, however the restaurant had set a limit of 115 people. Please, if you would like to attend future dinner meetings, get your reservations in early, so that all can be accommodated. Again, my apologies for the cut-off.

Rebecca Newlin
The board also asked that she sell drink tic sets as a check and balance system to monitor the drink monies as we have a $350.00 drink guarantee to reserve the Cabana Hyatt House Bon Vivant Room.

Bill Patton was unable to attend the meeting due to an alleged business appointment. In Bill's absence, Gary Evans and Tom Foster reported for the Voting Procedure Committee. They presented the wording that will appear on the ballot and an outline for the Nugget article which will accompany the ballot explaining the issue and the pros and cons of the change. The board asked that they have an opportunity to review the article before the next board meeting so that it can be discussed at that meeting. Alan Brookings reported that he and his nominating committee are seeking candidates and have no report as of yet. Jeff Lateer apologized for the late Nugget explaining that it was his fault, due in part to parade, and his inability to gain access to the typesetting equipment at Adamson and Walton. (Let me take this chance to thank Gary Walton again for letting us use the equipment, especially during some of his heavy business periods. Ed.)

Nuf said, hope the next board meeting is more fun.

Respectfully submitted,
Bruce Anderson, Secretary

OOPS!

It appears that a few blunders were made in last month's Nugget, one being a switch made regarding duties at the Carlsen Concur/swap. Bruce Anderson was in charge of the concur, and Doug Forster was in charge of the swap. Sorry, fellas!

There is also an interesting story about the cover of last month's Nugget. It seems that Sharon Evans ran out of film at the Ferry Porsche Tour, and borrowed a roll from me. She finished shooting the roll at the Palo Alto Concours the next day, and returned it to me - exposed, and ready for processing. It got mixed in with some film I processed and . . . Anyhow, the cover shot belongs to Sharon Evans. (Says something for it if I want credit for it!) The above errors were pointed out to me by Steph, Marge, and of course, Sharon. This month's Nugget was typed standing up . . . Ed.

Dinner Meeting

Don your Muu-muu's and hawaiian shirts and come to an indoor luau. (September's dinner meeting)

WHERE: Blue Dolphin Restaurant
Foot of Marina Blvd.
San Leandro
415-483-5900
From the Nimitz Freeway, Highway 17, take the Marina Blvd. West exit, (north or southbound) and follow it to the water.

WHEN: Saturday September 23
6:30 - 8:00 PM - No host cocktails
8:00 PM - Dinner

COST: $9.00 per person (includes tax and tip).
Dinner will be an Hawaiian Buffet - complete with a whole roast pig, sweet and sour pork, fried rice, fruit compote, teriyaki chicken, rolls and butter, coffee, and more.
(This time I've told the restaurant that we are BIG eaters, so we'll have plenty of food.)

Please make your check payable to PCA-GGR and mail to:

Rebecca L. Newlin
P.O. Box 911
Montara, Ca. 94037

or call for reservations at 415-728-5351. (6:00 to 9:00 PM) Deadline for reservations is September 20th. Don't forget to wear a flower behind your left (or is that right?) ear . . .

COVER - Photo and darkroom manipulation by Fred Schefflera. Looks like Ron Trehan on his way to TTOD at Laguna last month. Nice work, Fred!
TOUR a VELO

Do something for your body as well as your mind. Participate in a social activity with some physical activity mixed in. What is it? (You have to ask? Ed.) A bike tour in and around a centrally located East Bay park. No autos are allowed on the bike trails; so we can pedal fearlessly. Man made and natural wonders can be seen in cycling around the park. Great for shutter-bugs. After cycling plan to eat, drink and socialize in the picnic grounds at park headquarters. There are clean restrooms available, but no sales of food; so bring everything you will want. Ranger talks, nature walks, and films available in the park museum after the bike tour. There is a $2.00 fee per car to enter the park on weekends. A wind-breaker may be advisable if afternoon winds come up. This bike tour was previewed by an admittedly overweight middle-aged woman with a flat tire (on her bike). If she could do it, you can.

Anyone interested in socializing and not cycling please volunteer to guard the picnic tables!

WHERE: Coyote Hills Regional Park
Fremont
From the Peninsula take the Hwy 84 east exit
(Willow Road/Dumbarton Bridge) from US 101.
About a mile after leaving the bridge go left onto
Jarvis. Then left at the shopping center onto Newark
Bldv. Follow Newark to Patterson Ranch Road, and
turn left onto Patterson Ranch Road. Continue past
the park entrance to the second picnic area (dead
end you can’t go any farther).
From the East Bay take Hwy 17 toward San Jose.
Take the Jarvis exit. Follow Jarvis to Newark Blvd.
Right onto Newark. Follow Newark to Patterson
Ranch Road and continue as above.

WHEN: Sunday September 10th 11:00 AM
CALL: Dick and Mary Wallace 948-9203 for further
information or questions.

Baron’s Bluff After Dark
(With a Twist*)

WHAT: Pan Am Rally (with a twist)

WHERE: Merritt College - Oakland
From the South Bay, take Hwy 580 North to Hwy
13, use Redwood/Carson exit. East on Redwood
about 1/4 mile to entrance to Merritt College. Enter
and watch for start. From Contra Costa, take Hwy 24
to Hwy 13 South, use Redwood/35th exit turn
left and follow Redwood same as above.

WHEN: Friday, September 22
1st car out at 7:30. Rally School will be brief, we’ll
be waiting at 6:30.

COST: $3.50 per car

BRING: Clipboard, paper, pencils, stopwatch (will be help-
ful), watch, or clock (alarm).

NOTES: Approximate driving 1 1/2 to 2 hours. Most rally roads
will be in East Bay Hills. Rally may end at Patton’s
house. Starting time no excuse for South Bay resi-
dents. We encourage your participation in this, the
funnest kind of rally. If at all possible please let us
know in advance if you plan to attend so we can
make plans for refreshments, worker schedule, and
time intervals. Thank you.

CALL: Bill Patton, days 415-543-9360, evens 415-530-0609
Ron Ferreira, days 415-465-3353, evens 415-836-
2583. Worker volunteers please call.

* Patton

Tech Tip Tech Tip Tech Tip

On 914-4 models up to 1974, the valve adjusting screws were 8mm in
diameter. Starting with the 1974 model year, the factory installed
rocker arms that carried 10mm adjusting screws. This resulted in
a larger contact area between the tappet and the valve stem, preventing
pitting and pocking because of better valve rotation. Late style rocker
arms can be retro-fitted to all 914-4 engines, and is a recommended
update. Part numbers are 022.109.463 for the exhaust rocker arms,
022.109.443 for the intake rocker arms, and 039.109.451 for the 10mm
adjusting screws.

Tom Green
Competition Director
GGR Tech Panel
July's dinner meeting featuring hypnotist and several GGR loonies was one of the best ever. Some of our people are either very good subjects for suggestions or very good actors.

Things got off to a rolling start when the hypnotists requested some of us to write down a word, expression, or thought, keep it secret and slip it into our pockets. Later, through deep concentration, and with their special powers, they were able to identify some of our thoughts. They came up with my 'cam', Gary Myer's 'disc brakes', Tom Foster's 'Eve will tell all', and others, but most incredibly they came up with Susan Brooking's 'not being a subject of Patton Place', and best of all, Sharon Evan's 'all men are bastards'. Come on, Sharon, give us a break.

Tom Foster and I have figured out the 'trick' involved in this stunt, and Tom has volunteered to demonstrate at a future dinner meeting. The hypnotists then organized their volunteer subjects into two rows of chairs at the front of the room promising they would not make them 'do anything embarrassing ... that you'll remember.' The drama, excitement and hilarity begins as the hypnotists go into their 'you're getting sleepy' routine. Clunk! George Neidef's head drops into his lap at the rear of the room. He wasn't even a participant, but a spectator. You OK, George? Now under the influence, these normally (sometimes) reasonable people began acting like 20 Ted Atlee's swinging through the trees and the like. After removing Bob Buckthall from the group for being uncooperative or too cerebral, (He kept doing the opposite of what he was told,) our heroes were put through their paces with involuntary laughter, crying, dancing, and the like. At one point all subjects were artists sculpting subjects of their choice. Barb Berens - a 'bust (right!) of Benjamin Franklin' (square!). Gary Evans - a 'heavenly woman' (right on!). Marci Kittrell - a 'naked man' (it seems all of Marci's deep thoughts were sexual) and Steph Home - an 'unknown blob' (typical!).

When all the subjects were told that their knees were stuck together, Gary Evans incredulously looked at them and couldn't believe he couldn't move. He then told Steph, who had a similar plight, that 'If you stay that way Bruce won't want you to come home tonight.' Great line. Bob Sherman got completely wacked out, removed his shirt, and did an imitation of Burt Reynolds's centerfold routine, complete with crossed legs and cigar. Bob also, while playing with his favorite toy, a G.I. Joe doll, got upset because he'd thought he'd seen Joe kissing another guy. All in all, this hypnotist routine was very funny. If its ever done again don't miss it.

Unconfirmed rumors:
The Kellers will show up with the first flared doors. There is no safe way to get to know Lorna Lunch. (hidden joke) Len Peterson says I could get Lynched for the above. I hope so. Ted Atlee puts his pants on one arm at a time. Cheryl Gilpin is a Scorpio. (I knew it.) Dick Barbour's wife, Jerri wears Ferrari jewelry. Glenn Hills doesn't have short gears, but he does have short gear. Bobby Daves will never again drive through the South in a Porsche and with long hair. (Thah's hars Nasch countree, Suhrney.)

Almost anything went at Almost Anything Goes, which turned out to be a super fun event in spite of the fact that the Shark Race was abandoned so as to disallow a special advantage to Steph Home. Thanx to the Foster City Few for a neat event.

Some people can't do anything the easy way. When asked to contribute a goodie to the bake sale Joan Propp prepared not one, but three Porsche cakes complete with doors and alloy wheels. Speaking of Propp's, now that their cat has gone away, Burt came home one evening and observed 'there's nothing around here to pet.' Aw come on, Burt, use your imagination.

Notes while reading my August Nugget:
Mini Minutes - Antagonist? Wait 'till I get serious. Disco Fever - Can't wait for my 'quickie lessons'. Somehow the name of the autocross article and the 9th 'Old Faces - New Places' go together if you use his nickname.

This column has been censured two months in a row. If you are as outraged as I, write a visous (sp) letter to the Editors. (The above was printed exactly as submitted. Maybe a 'viscous' letter would have more effect, Bill. Ed.)

Luv again, Fuhrer
COORS CLASSIC BOWLING

Come one, come all to the Clayton Valley Bowl; scene of the 6th Annual Coors Classic Bowling Tournament. This is truly a family event, and all are invited, whether young or old, amateur or pro, to try their hand at winning some of the most fantastic prizes to be offered at any event this year!

Once we have exhausted our options, we will venture down the road and feast on some of the most fantastic prizes to be offered at any event this year. Cars that have been considered for re-classification include: 930 Turbo, 911 S - 2.0, 928, and the 911 SC.

Items that have been brought up for discussion concerning next year's rules include but are not limited to:

- 14" rims for 911/912
- Sponsored by the GGR Autocross Codebook
- Compliance with new Zone 7 Autocross rules
- Addition of Showroom Stock class
- 2.5 Liter for small 911/914-6 Stock
- Re-alignment of Improved class (new class with stock specs. and race tires)

The meeting will start at noon, and please, BYOB.

Ted Atlee
Activities Chairman

PIT CREW

The Pit Crew's annual Bake Sale was a huge success at the Carlsen Concour/Swap Meet last month. A financial report will be made at this month's meeting, and it should be the best ever. We are grateful to all who brought baked goods and who volunteered their time that day. A special thanks to Stephanie Home and Marsha Keller, for all their work organizing. Thanks also to Brian Keller and 'Big Red' Price for 'carting' goodies around!

The Pit Crew meeting will be at Sharon Evans this month. Plans for the Christmas show will be discussed so if you have any ideas, creative or otherwise, come and share them or contact me ahead of time. The Evans do have a pool so plan on a relaxing dip after the meeting.

Marge Forster
Pit Crew Chairperson

86th Annual Event of the Year

'I'm coming'!

note: Jeff, if above not acceptable say

'It's coming'!
almost anything goes

The assembled rowdies at the first annual GGR-AAG event made absolute fools of themselves! Take it from me - I was an 'organizer,' not a participant, and I watched everyone go crazy!

As promised, July 30th turned out sunny and only a little windy (the Foster City Chamber of Commerce gave me a monetary incentive to say that), so it was a perfect day for letting your hair down. The Recreation Center lawn was the setting for events and an enclosed picnic area was utilized for barbecuing and eating. Beer drinking went on anywhere and everywhere!

The six teams that competed for the coveted Turbo Carrera award were named after famous Porsche colors - Conda Green, Bali Blue, Tangerine, Signal Red, Raspberry, and Champagne Yellow. Needless to say, several strange cheers were heard from each team as they rooted their members on to a hopeful victory. (Tangerine, Tangerine, we are a seedy bunch!)

It was amazing to see how well (or how terribly) some of GGR's rowdiest members could chug beer - no, John Clever didn't win - eat peanut butter and crackers then blow up balloons, walk a straight line while blindfolded, maneuver a pylon course while munching licorice with a very close partner, etc. etc. The killer final event, entitled 'Swing Your Stick' (get your mind out of the gutter) determined the winning team - just ask Karen Neidel, Lynn Levine, or Marsha Keller about that one!

The Conda Green team emerged as the Number 1 rowdy group. This wild bunch consisted of 'The Gorilla' Atlee, Susie Atlee, Brenda Atlee, John Clever, Sharon Neidel, and Jay Miller - unbelievably a winning combination. This team was lucky enough (?) to end the competition by partaking in one of the messiest pie eating contests ever scheduled - lemon and apple pie with tons of whipped cream. Jay Miller turned out to be the best pie eater in GGR - he is a possible candidate for the Guinness Book of World Records - and therefore he became the proud owner of the yellow Turbo. He also had the dubious honor of being chosen to put on the second annual GGR-AAG next year. Congratulations, Jay!

We must not forget the FPPA team (Future Porsche Pushers of America) The FPPA Kelezes, Buckthals, Neidels, Pattersons, Mascia, and Forster stomped the adults time in the killer event and in several others as well. They proved that the adults are not getting any younger.

Many thanks to Jan Kelez for chairing this fun event; Nickums for all his hard work on the Turbo trophy; Gary and P.J. Schweid for working and for donating the 'Branded Lion' shirts for prizes; and to the rest of the peon workers - Darryl Coe, Dick and Alfa Davis, and Bob and Sally Buckthal. We hope that everyone present at the GGR-AAG has recovered and will be ready to compete again next year. We'll be waiting for you - hee hee!

Sally Buckthal
Sally Buckthal
Sally Buckthal
Sally Buckthal
Sally Buckthal
Sally Buckthal
Don't tell me not to live; just sit and putter.
Life is candy; and the Sun's a ball of butter.
Don't bring around a cloud; don't rain on my Parade.

Barbra Streisand
Don't Rain On My Parade
Lyrics - Bob Merrill - ASCAP

Aspen - A neat Parade, admittedly not without its problems, but all in all a beautiful week in a beautiful place with fantastic people. Stories from, and about Aspen usually begin with 'The Drive'. Long, and in many places dull, but reports also indicated that 90+ in the desert helped break the monotony, and made things go by a little quicker. At one point just outside of Nowhere, Nevada, our group was passed by a 904 (!) doing about 115 - We later found that he had made the drive from Monterey to Aspen in 14 hours!

Once in Aspen, down to serious work - arriving Saturday with many things to be done to a car that would be shown Monday. We found a covered garage and settled in among other 'wackos.' Rain outside, and a general lack of lighting inside earned these areas the nickname 'The Catacombs.' They were cold and dark, but nothing seemed to diminish the enthusiasm of concour nuts in their own element. There were tools, helpful hints (and occasional muscle), beer, hoses, you name it swapped between many new found friends.

Sunday found much more of the same, rain and concour preparation. Space was often made for a late arrival who needed a clean, dry spot to prep a car. The long lines at the Goodie Store reported to have been found Saturday were still in existance. The afternoon sky cleared, as if by design for the Beer and Bratwurst feed, the traditional Parade opening party. Many new faces, yet numbers of old familiar faces were found, acquaintances of earlier Parades perhaps. Many people danced into the night (Right Rebecca?) but the die-hard wackos slunk back to the catacombs for final preparation for...
It was a beautiful sight and GGR did well. A day of mixed rain and sun, of crab box lunches served on the lawn, and of leisurely strolls through lines of beautiful cars. At long last results and the final judging of the division winners for the overall awards - at which time the rain chased us back to the village for the concour banquet and presentation of the concour awards. The banquets were held in a huge circus tent - and a circus it was! People everywhere laughing, talking, yelling, and having a fantastic time cheering their friends when awards were won - GGR had a lot to cheer about as we and our Zone 7 friends did extremely well.

RESULTS - PORSCHE/AUDI CONCOURS

DIVISION I
CLASS A  Kirby and Mary Jane Hollis  1st  Division Winner
Harvey and Linda Smith  2nd

DIVISION II
CLASS B  Marge and Doug Forster  2nd

DIVISION IV
CLASS I  Bev and Joe Hartman  2nd
Ernie and Laura Wilberg  8th
Dale and Neda Dorjath  10th

CLASS J  Don and Dinah Patterson  1st

DIVISION V
CLASS L  Bob and Gloria Zulkowski  1st
Ken and Linda Mack  7th

CLASS M1  Burt Wall and Marta Newcomb  1st

Tuesday morning, and excitement in the air - autocross! Some of our enthusiasm was lost for a period on Tuesday, as timer malfunctions kept some classes at the track for over 8 hours, instead of the anticipated 2 to 3 hour periods. Also held on this day was the women's luncheon and fashion show - (remember this event - you'll hear more about it later.)

The track was small, and unknown by the non-residents but we were soon to come to know...

Woody Creek Raceway-not a well known track, and certainly not the most prestigious raceway, but a place to race for national recognition. Indeed! We went to Aspen for the Parade to be the best in PCA autocross, and race we did. Most of the awards went to Zone 7 and Golden Gate autocrossers.

The track was 1.1 miles long, about 30 feet wide and had very minor elevation changes. We were guided from a remote site due to limited trackside parking and caravanned to Woody Creek by a pace car. As each run group arrived we were promptly lectured to and schooled in the running of the autocross. Each driver would receive two practice laps (5 cars more or less equally spaced on the track at the same time) at speed, followed by one practice lap, then a timed lap, then another cycle, the fastest lap counting. Two wheels off track counted as a DQ (didn't qualify).

The tension was extreme as everyone coveted a trophy. Nerves were raw. As each car came in from the practice session, drivers began to relax as the difficulty was not as high as we had anticipated. The narrow track was not a heart clutcher, the turns could be driven safely. The rocks and boulders suddenly became less important.

Then one by one each driver took turns against the clock. Three cars were on the raceway at a time, more or less equally staged as best as possible for catching up to a slower driver gave you a rerun and potentially the loss of a good run. The 600 autocrossers took three full days to time, making this years' Parade autocross very long.

Turn one was a left hand 90 degree taken in 3rd gear at about 60 mph. The early apex sent you nearly off the track - late apexing was the only safe way. Within 50 feet a right hander, almost flat in 3rd, very late apex with a wide drift to the outside using the entire track width. Not too difficult, if you late apexed. Then down a short straightaway, top of 3rd gear, down shift and hard brakes into turn 3, a semi wide U-turn, again a very late apex, upshift to 3rd gear, drift to the right, full power into a wide sweeper to the left, a constant radius arc. Next the 'Spillway' a low spot followed by an uphill off camber to the left. Everyone had to back off, tap the brakes and downshift to 2nd, back on the power to complete the sweeper, almost a third of a mile. The Spillway was the most exciting section, a real test of driver skill. Turn 5 was a right hand sweeper, short and not too difficult. The turn was taken under full power. Turn 6 was a 110 degree corner to the right and required the latest of braking, keeping to the far left and extremely late apexing. Most spinouts occurred here. If you did it right, you could stay on the power the longest between 6 and 7. Down the back straightaway, 2nd, 3rd and an instant into 4th. The later the better before hard braking and into turn 7. Almost a 1st gear U-turn and most cars bogged down and suffered a lack of power. After what seemed an eternity, the revs came up and you flew across the starting point.

The course was fun, challenging and had plenty of interest even for the experienced driver. Woody Creek Raceway, not the greatest in the world-buot Golden Gaters found it was a blast.

Glenn Hills
GGR GALLERY
Yes, 3 days of autocross. The final day found many spectators at the track to watch the modified cars run, as well as the exhibition cars. Our own Glenn Hills announced all day, assisted with 'color commentary' by John Reed (LPR) and lap times and identification by Jeff Lateer. The improved 6 cylinder cars ran first, where GGR members were in the thick of the competition. A broken fan belt on the Candlin/Johnson car made things look dark for them, but trackside repairs by GGR's experts (including Ken Mack and Bob Garretson) got Sandi back on the track for an award winning time.

Real heart stopping excitement as Alan Johnson (Yes, that AJ) and Duncan Powers (Peachstate Region) fought for TTOD honors. A great race, but 2 time Parade TTOD winner Powers in a 908, bowed to AJ in a highly modified 914-6 race car. At last, an exhibition run with a 917-K, 910, 908, 906, 904, 914-6, and a re-bodied Elva Porsche, was to give the crowd a close look at some of Porsche's winning racing machinery. A second exhibition run turned into a pseudo-race, with Dick Barbour (935 Twin Turbo), Hal Shaw (934), and two local drivers in RSR's putting on a real thriller run - lots of fun.

Following the exhibition runs and the close of the autocross, we found ourselves at a rodeo, where pros, and even some PCAers competed for prizes (in separate classes). At the midpoint of the rodeo autocross results were announced and trophies awarded. Many more cheers for GGR and the Zonies as we showed 'em 'how they do it out West!'

RESULTS - COLORADO PORSCHE DEALERS/QUAKER STATE AUTOCROSS

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<td>LaQuita Hills</td>
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<td>Joe Hartman</td>
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PTN on Parade

The Parade was fun; thanx to the Kilburns who allowed me to fill their spot. Many funny stories developed over the week of activity, beginning with the trip to Aspen, where among other things, Sally and Bob Buckthall while driving thru a particularly desolate stretch of desert in Utah noticed a camper parked at the side of the road. As they approached, some guy came out of the camper in the altogether, waved at the Buckthals, and went about his biz. Sally doesn't remember what he looked like, but says she thought he had two beards. Based on previous exploits and on the trip to Parade, Jannie Ponciroli has been tagged with the new CB handle 'Bunny Cruncher' (ie: Hit the Road Jack). Joan Sanders and Rick Bower were lucky. Car conked out in no man's land somewhere in Utah only to have an empty and willing car carrier (raised him on the CB) drive by 5 minutes later. He hauled them to the nearest (2½ hours) P/A dealer, who just happened to be open on a Saturday for the first time in 2 years. Incredible! Some people just live right.

After an exciting drive across country in the Turbo, I arrived at headquarters only to find that this $30K machine refused to pull a little hill because it didn't like the altitude. Somewhat sheepishly and definitely embarrassed, I backed up the hill as 500 Porsche bystanders cheered. This experience gave me a great idea to run the rally in reverse (not the first time) out of necessity and to confuse the field, not to mention the scorers. While on the rally, after a turn, the sun was beating on my head thru the open sunroof, which I decided to close. Whrrrr! Clamp!! Yelp!! Oops!! It seems Sylvia had stuck her head out the sunroof to photograph an oncoming car. Honest, I didn't know when I closed the roof. I was, however, tempted to leave her there for awhile to gather bugs on her teeth. 1st Dummkoph nomineee; not me, her! The 2nd Dummkoph nominee also appears on the rally as Bob Zulkowski, having accumulated a significant number of overall points, is driving the last leg, and doing well, sees a bunch of Porsche people having a picnic, figures its the end of the rally and stops. Wrong again Bob, as he completely blows the final leg. Bob also showed up at the Parade with a months supply (6) of new T-shirts (See photo). 3rd 'D' nominee; It seems Don and Dinah Might

Patterson developed this foolproof method of locking the Turbo's trailer to the car so nobody could just disconnect the trailer, hitch up, and haul it away. Trouble is, they left the key in California so had to haul the trailer with them everywhere they went. Aspen for dinner, etc. Also, in the 'D' category we find Bruce Anderson trying to get Steph's sophisticated Porsche lighter to work. Fills it with fluid, shakes it, holds it up to his ear to see if he can hear the fluid, flicks it and sets his hair on fire.
Rebecca Newlin, who lost her neat, black Porsche jacket twice, her name badge, and someone else's bathing suit, was punished by being forced on stage to sing country and western songs at one of the banquets. Not bad! Helped along by a few pints of alcohol, she even pronounced 'cah' correctly. Sunnybrook also mistook a 'moth cake' as a coconut macaroon, tho I think someone saved her a pumped stomach by correcting her error before she had a chance to devour same.

Johnny Johnston, Sandy Candelin and girls were our nominees for 'Family of the Year' which had a touch of humor, and raised a few eyebrows, since they don't have the same last name. Johnny was involved in some other excitement and displayed two smiles (one on his forehead) for a week to prove it. It seems he and Clever, on their way to a party, decided to stop and shake the Zaccarine's car. Wrong car! Offended 7 foot owner. Throws Clever across parking lot. J.J. protests 'Hey wait a minute.' Giant stuffs J.J. head first into concrete. Head splits, concrete doesn't. Two smiles.

When Frank Nevares went home early from a banquet he proceeded to win a trip to Germany, but not being there to accept it....aw shucks. Hank Malter, the ultimate in P.R., proved he's human. Said 'Goodnight Joanie' to Jannie Poncirol. Jannie proving she's forgiving, responds 'Goodnight Frank.'

At a Parade Banquet, I was introduced to Frank Barrett, a high profile newsletter type, who on more than one occasion has panned this column as 'the primary reason the Nugget won't win a PCA newsletter award.' Frank rather sheepishly wished me good luck in the autocross. You too, Frank.

Since everyone was sporting some kinda Western style hat, Bruce Anderson and Bob Garretson went out and bought first rate hats made of genuine beaver skin. Really neat, but they smell funny when they get hot.

The Poncirol's, because of their height, may have been saved a problem. It seems that a number of 914 drivers were protested in the autocross for removing their seat cushions (to lighten the car?) which, of course, Jannie and Steve couldn't do it they wanted to see the course.

On rally day, one participant developed car trouble and was parked at the side of the road, engine lid up, head inside, when Dr. Fuhrmann (The Dr. Fuhrmann) drove by, stopped, and helped solve the problem to get our stranded hero on his way. Mick Williams, in telling the story, wondered aloud as to whether the chairman of the Board of G.M. had ever stopped to help a stranded Corvette driver.

On Tuesday there was a women's luncheon, tour, fashion show which developed into the event of the week for many. Just ask Bob Garretson, Burt Propp, Bruce Anderson, Bob Buckthal, Bill Newlin, etc. It seems Sue, Joanie, Steph, Sally, Rebecca, etc, intentionally missed the bus back to headquarters, thus stranding them at the bar for several hours. This enabled them to get further bagged and to further enjoy the new line of loin cloths being modeled by some rather lanky (read that 'suspect') male models. At one point they ran out of wine and persuaded poor innocent Sylvia to steal all the still partially filled carafes from the empty tables, vacated by other attendees who had made the bus. Having poured the contents of same into their stomachs they went onto heavier and more serious pouring. Then disaster struck. Another bus arrived and this band of delirious passengers boarded, harassing the driver with various challenges (propositions?). Bedlam! Joan Propp then crawled to the rear of the bus where she proceeded to... (I've been sworn to secrecy on a bag of Cheeto's. You ladies all remember that secret ritual, don't you?). Once back at headquarters they managed to find a quiet (not for long) little outdoor bar on the main square to resume their riotous act. For blocks in all directions (Snowmass is a quiet community) you could hear their hooting, catcalls, laughter and songs. One passerby even heard them suggest to one young (lanky again) waiter that they'd meet him in his room later that night (Poor guy wouldn't have lasted five minutes). Bob, Bruce, Burt, Dick Barbour and yours truly, having now determined where the horrible din was coming from, escaped into a nearby bar for a quiet drink. After a few quiet minutes in a darkened corner we were confronted by Steph and Rebecca riding tricycles through the bar like rodeo stunt riders. Remember the guy on 'Laugh In' with the tricycle? Remember how he fell over on his side? Remember Rebecca Newlin? Me too! Disgusting all of you. And if Joan Propp isn't nice to me. . . Why does Sally Buckthal wear a bag over her head? Ashamed, that's why!

Caravanned home with Newlins, Poncirolis, Hills and Keith McMahan, the rally wizard who overalled the Parade Rally with a record score of 2. Asked Keith to give us pointers on how to improve our rallying and he responded with, 'First you read the General Instructions. . .' Thanx Keith, that's where my troubles begin. You should have heard 'Mangler' Newlin's CB version of a radio broadcast of the 'Aspen 1200 Road Race' featuring 40 mile straights and 6 corners. Hilarious!

Neat week, sorry you missed it.

Luv Fuhrer

Friday morning, and rally time! Much studying of the generals, and questions to the rallymaster asked earlier in the week had prepared us for...
Out time 9:14 AM - we grabbed our route instructions at the prescribed
time, and took off. A nice scenic odo leg at an easy pace prefaced a nice scenic
rally at an easy pace. Not too tricky, but you had to stay alert, all that
beautiful scenery going by out the windows made it hard to concentrate
on the rally. Great checkpoint workers, they made a fun rally even
better. Some ‘gimmicks’ on the rally (ie: a 5 second pause at RR tracks)
were designed to help you, in this instance provide for you to keep your
Porsche intact at some nasty RR crossings. Thank you, Mr. Rallymaster!
The course was easy to follow, there were no gimmicks that sent you off
course. The final leg was a two-way killer though: one; it passed the
eventual finish of the rally (imagine trying to pass a parking lot filled
with Porsches, some having finished the rally, others having skipped
the rally totally) which caused some to stop before completing the rally
and two; a jaunt up a 10,000 foot mountain pass with the finish at the
top that was the demise of many a flatlander as many of us (Yeah, me
too!) had vapor lock problems at that altitude. (It was at this point the
famous Dr. Fuhrman story occurs, for the complete scoop, ask Jeff
Lateer, he was there.) No mechanical problems were allowed as excuses
for being late into a checkpoint, so many of us ate the last leg instead of
the fantastic lunch provided for us at Redstone Castle, an historical
home out of Colorado’s mining past. A great rally - and we (GGR)
showed that we can rally with the best of ’em. And we do, every time we
run a rally in GGR, because our own Keith McMahan IS the best of 'em
- a 2 point error - Great job Keith - Congratulations!

Jay Dodecatheon

Friday night, a wine and cheese tasting, and aborted rally results and
awards. Due to computer problems, the rally awards weren’t given until
Saturday night. What an excuse for a GGR/Zone party, held at Hill’s.
Most everyone from GGR was there, a great way to close the week.

Saturday morning and GGR’s great technical minds (Stephanie Home?)
gather to attempt the Tech Quiz. A fun quiz, masterminded by Grady
Clay. Lots of discussion following the Quiz, with many complaining
 ‘didn’t do well - didn’t know anything,’ etc. Saturday evening and the
Victory Banquet - the last event, and results for the Rally, Tech Quiz,
and the Overall awards. GGR did well in the rally, and smoked the tech
quiz. Mr. ‘Didn’t Know Anything’ Anderson took first in his class
again - How many is that Bruce? - Four? Many others also did well.
Bob Garretson, Dwight Mitchell, Steph Home, Linda Smith, and the
infamous Sue Garretson/Sharon Evans team (Sharon entered under
Sue’s name). After these awards had been made, and the cheers from
GGR had died down, the prestige awards were made, the Men’s and
Women’s Overall awards. Again GGR was well represented - Dale and
Neda Dorjath took 1st and 2nd in their respective classes. Congrat-
ulations!

The most moving moment of the entire Parade was the ‘good-bye’
message given by Mick Williams. Not only was the Parade over,
but Mick’s term of office is up soon, and it was his last Parade as
National President. Thanks Mick, for everything you’ve done for PCA,
and best of luck to you!

RESULTS – RADAR ALERT RALLY

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OVERALL STANDINGS – 23rd PORSCHE PARADE

(TO 500th PLACE)

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* - 2nd Overall - Women
† - 1st Overall - Men

Sunday and back on the road, being richer for the memories and good
times. Mostly uneventful trips home with again, GGR’s leadfeet
smoking across the wide open spaces for home. I hope everyone
can experience a Parade someday - it will be well worth the wait.
SEATTLE SCCA—Every Porsche racer should be as lucky as Johnny Humphries. After just completing his SCCA race school course, Johnny jumped at his first chance to race—towing all the way to Seattle. The long trip was worth it. After overcoming oil leak problems in practice, Johnny ran a superb race in his E-Production Speedster and went on to take a 1st place in his very first race. Congratulations Johnny, you and your crew have reason to be proud.

LAGUNA SECA SCCA—Despite injured back muscles Clint DeWitt took his Porsche roadster to a 1st place in the recent E-Production race at Laguna. Clint’s crew had to pour him into the seat so he could drive. If his competitors thought this might slow him down they were mistaken, as Clint ran away with his win.

SEARS POINT IMSA—In the GTU race, 911’s and 914’s with engines smaller than 2.5 liters, GGR had Bobbee Nylander, Bob Zulkowski, and Gary Steele racing. Gary Nylander also took their GTU car out and qualified it for the GT race. This way the husband-wife Gary-Bobbee team gets to run two races in one weekend. In the GTU race, Bob Zulkowski had problems the first lap when the shift linkage jammed the gearbox in 5th gear. On this hilly course this proved a real disaster, and Bob pulled into the pits after a few laps of trying to push around the course. Gary Steele experienced brake fade problems and wasn’t able to make muster a full charge, but came in 12th place at the end of the race. Bobbee Nylander has been the success story this year for GGR IMSA racers, as she again did very well, taking a 9th place behind national leaders. It was a great race with fierce Porsche-Datsun battle between Dennis Aase in his 911 and local boy Frank Leary in his Datsun 240Z. Only at the end of the race did Frank manage to put a pass on the Porsche to win the race.

Gary did not get to run the GT race, as Bobbee’s fast pace put enough strain on the engine to render it useless for the rest of the weekend.

Tom and Marj Green
Race editors

CREDITS—Photos by Alan Brooking, Bruce Anderson, Kim Candlin, Steve and Jannie Ponciroli, Ansel Adams, Gene Gilpin, Sharon Evans, and the Editor. Thanks everyone!
Early morning fog shrouded the Monterey peninsula giving rise to sodden thoughts of rain tires. We were approaching Laguna Seca for GGR’s first time trial there in three years. As we arrived, the sun burst forth to dazzle us, as it would all weekend. We got ‘very Seca’ in no time at all. The track dazzled us too. ‘It’s the greatest!’ came from wide grins. Surely it is the golden nugget on GGR’s competition calendar.

Laguna’s magic lured many distant entries. They were not to be disappointed. The Dorrath’s headed a group of workers who produced an extraordinarily smooth running weekend. We’ve never experienced a better one with SCCA or IMSAI Bob Sherman’s comment, ‘From pre-techs at Garretson/Automotion and Wester’s, through the end, it’s been the smoothest ever’, (this, in spite of Bob’s stapled navel problem) typified the feelings of workers and racers alike.

The Levines, Biddles, Neidels, Brenes, Casadys, Lateers, Karen Breedlove, Pat McGregor, and new starter Roger Ryan’s efforts all deserve special appreciation, along with anyone else who has escaped mention. De Anza’s corner workers contributed their typical, flawless performance to this ‘winning combination’ of sponsors and workers.

The weekend’s hottest rumor concerned Len Peterson’s blown engine. Did he really use Taco Bell hot sauce as a high performance fuel additive? Expectant riders and spectators were severely disappointed as new regulations prevented them from doing their thing. Let's hope that future restrictions will reflect thinking which strives to reach our goals without so badly compromising our members enjoyment. (See ‘up front’ for more information, Ed.)

We can look back on many excellent drives and tightly contested classes, without finding any investments in ARMCO. Safety was first at Laguna. So was Ron Trethan. He was untouchable (even by Sharon) as he blitzed Laguna with a TTOD of 1:14:86. Gary Brauch smoked all of us on street tires with a fantastic 1:22:99. Hand crafted trophies by Bobbee Nylander were especially appreciated.

All of us who drove there know that ‘putting it all together at Laguna’ is one fabulous experience. It seems as close as one can come in a car to experiencing a true art form. Laguna’s sweeping undulations should never be without Porsches! That was FUN!

Chuck Fauvre

GGR CLASS WINNERS – 24 OF 34 CLASSES

ASL – BRENDA PACE
CSL – JERRI BREENE
ES – RICH BONTEMPI
GSL – LIOQUITA HILLS
BL – BECKY NEWLIN
EPL – ROSEMARY HUMPHRIES
JL – MARJ GREEN
ML – PAM BABOR
ZL – MARCI KITRELL

BS – GENE PENNY
DS – DOUG PRICE
FS – WALT MAAS
HS – DALE DORJATH
EP – JOHNNY HUMPHRIES
K – HANK REDMOND
X – RON TRETHAN – TTOD
XL – SHARON TRETHAN

CS – DAN BREENE
DSL – SHARON NEIDEL
GS – LEN PETERSON
KS – GARY BRAUCH
F – JOHN HAWKINS
M – BOBBY DAVES

**Knew-Fields Run-Offs**

Come to Pleasanton on September 9 and join the old and NEU autocrossers, running, working, and filling the FiELD of participants. We have a course set up for all Porsches except 911’s on race tires, and they will just have to suffer.

Don’t forget registration closes at 8:30 AM and is open from 11:00 AM to 12:00 PM for late comers.

Event Chairman:
John Johnson & Bud Hart

WHERE: Alameda County Fairgrounds
Pleasanton

WHEN: Saturday September 9th

SPONSORED BY – NEUFELD PORSCHE/AUDI – BURLINGAME

**golden gatacross**

GGR’s autocross series event number 6 will be held in Pleasanton, October 21st. See the full details in next month’s Nugget. Plan ahead.

Tom and Marj Green
Chairpeoples

**Technical**

As most 924 owners are aware, the front brake pads can leave enough residue in a 5 mile trip to completely blacken your wheels. Mintex and Repco make replacement pads that are far superior to the originals in all parameters; stopping (good so far!), dust, wear patterns, etc. Replacement is a simple operation for the front pads, if you’re interested call me (415-828-6810) and I can give you instructions. While you’re playing with your brakes, check the rear brakes for adjustment. If you have installed new front pads and still have excessive pedal movement, the adjustment is usually out on the rear drums. (see detailed information above about finding instructions.) If you should find any serious problems, caliper leaks, severe pulling, etc. contact a competent Porsche service facility.

Jim Pasha
GGR Tech Panelist - 924

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**GOLDEN GATE 1978 TIME TRIALS**

**SEPT. 30 & OCT. 1 SEARS POINT**

CHAIRMEN JOHN JOHNSON & LEN PETERSON

SPONSORED BY
ALEX’S PORSCHE HOUSE
3303 S. WINCHESTER, CAMPBELL
374-5920

The third and last time trial of the series will be held at Sears Point International Raceway. This is your last chance of the season to run this raceway. If you’ve run the first two events don’t miss the last of the series. And if you’re a newcomer, this is a tremendous opportunity to experience a high speed driving school. First come-first serve. 130 driver limit. Don’t be disappointed. Sign up early! Registration opens August 6th. The cost is $45.00 for the first driver, $25.00 for the second driver. Send a stamped, self-addressed envelope to registrar:

Kay Matthews
5719 Begonia Drive
San Jose 95124

For answers to questions call event chairman John Johnson, 408-266-9904; or Len Peterson, 408-378-8539.
OK, Zonies, now you are really going to have a chance to cook as Yosemite Region presents the Stockton Sizzler (If that’s not cookin’ I don’t know what is!). Slated to be held at the San Joaquin County Fairgrounds, it should prove to be a demanding course for all. To get to the fairgrounds (located at the corner of Charter Way and Airport Way), take the Hwy 4 exit (Charter Way) exit from I-5, or the Mariposa exit from US 99 North. No Open exhaust, bring your current PCA card, and a regulation toppper. There will be course walks, at 8:00 AM and 12:30 PM. If you are desirous of further information, just call Lee Bryhni at 209-521-6346 - Ma Bell will love you for it!

**NEW MEMBERS**

- **Dan L. Balsley (Marie)**
  9814 Davona Dr.
  San Ramon, Ca 94583
  828-6237
  1978 924
  Salesman

- **Bruce Fong (Vickey Choy)**
  1026 S. Mayfair
  Daly City, Ca 94015
  994-2376
  1970 914/6
  Customs Broker

- **Robert M. Kumaigai**
  14850 Olive Ave.
  Morgan Hill, Ca 95037
  779-2767
  1975 911S Targa
  Chemist

- **Dennis Moses (Cheryl)**
  2129 Deerwood Ct.
  Martinez, Ca 94553
  229-2129
  1978 924
  Hairdresser

- **Chuck West**
  1999 Mowry Ave.
  Fremont, Ca 94536
  792-1010
  1978 911 SC
  Ins. Agent

- **Dick Cranor**
  3519 Laguna Ct.
  Palo Alto, Ca 94306
  493-9211
  1973 914
  Computer Opp

- **Jerry S. Karp (Judy Tiffany)**
  3664 Cody Court
  Santa Clara, Ca 95051
  241-8575
  1976 914 - 2.0
  Mfg. Rep

- **Tom Morjig (Margie)**
  7681 May Way
  San Ramon, Ca 94583
  828-6152
  1969 912 Targa

- **Nanette R. Sorensen**
  20437 Almeda St.
  Castro Valley, Ca 94546
  537-8640
  1978 924
  Funeral Director

- **Pamela M. Williams**
  188 S. Gordon Way
  Los Altos, Ca 94022
  733-8300
  1974 914 - 2.0
  Salesperson

**OLD FACES - NEW PLACES**

- **Sandi Candlin**, 1779 Shady Creek Ct., San Jose, Ca 95127, 274-8659
- **Mark Devincenzi**, 872 Olive Ave., So. San Francisco, Ca 94080
- **Ron Getz**, 20176 Northbrook Square, Cupertino, Ca 95014, 255-2708
- **J.P. Greenwalt**, 10220 Vista Dr., Cupertino, Ca 95014, 446-3054
- **John Johnson**, 1779 Shady Creek Ct., San Jose, Ca 95127, 274-8659
- **Denny Kahler**, 2652 Corey Place, San Ramon, Ca 94583, 829-3158
- **Terry L. Larson**, 817 Vega Circle, Foster City, Ca 94404
- **David Legge**, 18645 Dearborn St., Northridge, Ca 91324
- **Len Peterson**, 51 Possum Lane, Portola Valley, Ca 94025
- **Ross A. Swett**, 219 Alberta Dr., San Carlos, Ca 94070
- **Norman R. Anderson**, 14650 Fieldstone Dr., Saratoga, Ca 95070, 867-4057
- **George W. Crabb**, 2871 Stevenson St., Santa Clara, Ca 95051
- **Pat McGregor**, 38080 Martha Ave., Suite B, Fremont, Ca 94536, 792-5333
- **Virgil Place**, 207 Ortega Ave., Mt. View, Ca 94040
- **Richard Reed**, 21 Comstock Road, Chico, Ca 95924
FOR SALE

59 coupe, red/tan, 20,000 on rebuild, all stock and restored to original, all stock parts, new Michelin radials, cassette, chrome wheels, engine and trunk detailed. Receipts. $7,200 - 820-2749

1977 924 Silver ext. black int. tour package I & II, AM/FMWB 8-track radio, cover, shop manual. 5yr. 50,000 mile warranty. Fresh maintenance $8,900, getting married. Wally - 415-483-1169.

1977 924 Black/Tan interior. Polished alloys 225/60-14 Dunlops, complete set up suspension with many extras. Call for more info. not listed. $11,500 or $3,500 and assume balance. Larry Wong - eves. 828-5589.


64 SC Coupe, Red/Black, set up for autocross or solo. Old toy must find new home, $6500. Mike Hoffman - 415-462-3250.

1974 914 2.0 Signal orange, new paint, Konis, alloys, new Muntz AM/FM stereo cassette. 44,000 miles, moon roof, $7,000, or make offer. Jim Swanson, days - 592-5600, eves. - 592-6118.


One Pirelli CN36 Steel belted 215/60/15. 8/32 tread. $65. Dale Dorjath, 266-5784.


Excellent Autocross Car: 19,000 miles. 1977 911S with Michelin XWX's on 7" Factory alloy wheels, lowered for autocrossing by Garretson Enterprises, engine maintained with regular oil changes, New Koni Shocks, New chain tensioners, New engine seals. AM/FM cassette with Love Sound System, pretty yellow with black out chrome and beige interior. $22,000 or $7,000 and take over lease. Connie - 408-378-8695, please leave message.

1964 356 SC White Coupe, new paint (Car was stripped to bare metal, all glass removed and new rubber seals), perfect interior, new carpets, chrome wheels, recent tires, new battery, rebuilt approx. 12,000 miles ago. Asking for offers close to $8,500. 1963 356 Super 90 Champagne yellow Coupe, flawless interior, chrome perfect, recent rebuild, recent rubber, car is close to mint for its vintage. Asking for offers close to $8,000. Contact Bob Lawson, 408-426-4500 days, 408-624-9303 eves.

Short gears for a 911, used once. Cheap! Glenn Hills - 264-1822


WANTED

Trade - Six cans of tire black, paint brush and an S.O.S. pad for a Targa top. Gary Schweid.

Bob Roberts - Mario Chicago Region.

Coconut Macaroons - Rebecca Newlin.

75 Carrera style whale tail. Bill Patton, see above.

Late-style black alloy wheel popouts. Dale Dorjath, see above.
Sometime someone out there is going to read this little blurb, out of boredom, or sheer desperation. All it says is to report any address changes to Alan Brooking for your Nugget, and to PCA Executive Office, 5616 Clermont Drive, Alexandria, Virginia 22310, for your Panorama.